

VALUES RISING IN WALL STREET OF WASHINGTON

Enormous Increase in
Less Than Ten
Years.

BUILDING IN THE SUBURBS

Many Residences Planned
for Connecticut Avenue
Extended.

The sale of the G street wing of the American Security and Trust Company's property for \$100,000, brings prominently into view the remarkable increase in real estate values in the business section of the city, especially in that portion bounded by F street, New York avenue, Thirteenth, and Fifteenth streets. It is understood that various tentative offers have been made for the Fourteenth street wing of the trust company's property, but none have been considered large enough. The company holds this wing at \$125,000.

Making allowance for the value of the buildings, the increase in value on the G street side is about 150 per cent, the ground there having been bought for \$5 a square foot. The Fourteenth street ground was bought only six or seven years ago, for something like \$12 a foot, and according to the estimate of real estate dealers the price at which the property is now held—\$125,000—makes the present price of the ground about \$20 a foot, an increase of between 60 and 70 per cent.

Washington's Wall Street.

It will be remembered that recent sales of property in this vicinity caused some surprise, by reason of the unusually high prices paid, as, for instance, the corner where the Commercial National Bank is now located, for which Mr. Stevens paid \$185,000. In the light of development it is not probable that that astute financier believes he has paid too much. The old Stone property, at the northeast corner of F and Fourteenth streets, is held at what is now regarded as a prohibitive price—\$180,000—is generally given as the figure—but it is more than likely that even at this sky-scraping figure a purchaser will be found not many years hence.

F street, from Thirteenth to Fifteenth, Fifteenth to New York avenue; along that avenue to Fourteenth—this is the Wall Street of Washington, and the financial center of the town being found within these bounds it follows that property in all adjacent streets reasonably close to the hallowed precincts will proportionately keep pace in point of price with the standards there established.

Building in the Suburbs.

The greatest activity is noticeable in various suburban sections pointing to more or less immediate improvements. Along the line of Connecticut avenue extended and in its immediate vicinity several interesting building operations are contemplated. Messrs. John Sherman and Samuel L. Ross have exchanged certain property of theirs in Cleveland Park for land on both sides of Connecticut avenue and on Newark and Milwaukee streets, and they are credited with intention of erecting there ten fine detached villas, similar in style to those now popular in Cleveland Park. The little stone lodge at Newark street, for many years a familiar resting place, for many years a familiar resting place, will soon disappear and on its site will be reared one of these new residences.

The grading of the subdivision of Connecticut avenue Highlands is now proceeding rapidly and it is said by the owners, Robinson & Co., that the place will be ready for builders before the end of the year. In the demolition of the hill on which the grading force is now engaged a large quantity of very excellent building granite has been uncovered and is in considerable demand.

Large Colonial Residence.

Mr. Robinson has used this stone for the foundation and base of his handsome residence in this subdivision, and several other persons who intend to erect residences there in the near future propose to make use of it in this way. Mr. Scott E. Walker, who recently bought the property of Judge C. C. Lancaster on Pierce Mill road, is negotiating for enough of this granite to build a large three-story house which is to be in the colonial style and contain something like eight or ten rooms. Mr. Smith, of the District of Columbia Paper Manufacturing Company, is using this stone in building a bungalow having a frontage of eighty-five feet and a depth of fifty feet on which work is now going on at Drummond.

In the subdivision of Mt. Pleasant Heights, Fulton R. Gordon is making good progress with the work of putting that tract in condition for the builder, and he reports gratifying results in the matter of sales.

Making Time Fly.

Architect Frederick B. Pyle prides himself on a job of work done on fast railroad time. He has just finished a pretty home for himself in Cleveland Park, the complete erection of which, with all interior finish and equipment, making it ready for immediate occupancy by his family, was accomplished in less than sixty days. Mr. Pyle thinks that for a piece of first-class work of this kind this is a record-breaker.

Architect Appleton P. Clark, Jr., is now perfecting plans for twenty-one two-story, cellar and attic dwellings to be erected for Osterman & Butler on the land recently purchased by them in Petworth, on Philadelphia street between Fifth street and New Hampshire avenue. The expenditure involved in this improvement is \$80,000.

Architect B. Stanley Simmons is drawing plans for five residences to be built on Yale street between Thirteenth and Fourteenth streets, for John Miller, of the John Miller Coal Company, at a cost of about \$10,000 each.

Architect Frederick T. Schneider has made the plans for two residences to be erected on Eighteenth street, near Columbia road, Washington Heights, for H. H. and Irwin Hollander and Julius Hartsberg, at a cost of about \$12,000 each. They will be three stories and basement on lots 19x70, and will have

fronts of brick trimmed with stone. William T. Keenan is the builder.

Millions Invested.

In talking with a Times reporter regarding the real estate situation in the District, Louis P. Shoemaker, the well-known real estate broker, said recently: "I doubt if our people realize the enormous amount of public and private business that is now being conducted, consisting in the construction of public buildings, bridges and public undertakings generally, while private effort never has been in the whole history of the District so extensively exerted. Millions are now being invested in Washington real estate and its improvement where thousands were so used a few years ago."

"The population of the District of Columbia is being greatly augmented. In my entire experience of more than twenty-five years in the real estate business I have never seen so many new people—strangers. There are now here ten to one as compared with the past. A recent practical experience demonstrates this. I rented six new houses, and every one of them was taken by a newcomer—a stranger in Washington, all desiring to live here with their families, and every one of them had permanent positions secured before taking up their residence at the National Capital."

Washingtonians Elsewhere.

"Incidentally, I want to say that Washington and its attractions are being well advertised over the entire country by men distinguished in its business and social life. Thus, for instance, it is a great satisfaction to visit Alexander Bay among the Thousand Islands and stop with our valued townsman and capable man of business, Col. O. G. Staples, owner of the Thousand Islands House. He is prominent in affairs up there as he is here, and conducts a large business. Such a man is a credit to the city."

"Thomas Blagden is largely interested in the Adirondacks, as he is here in real estate, and has developed and improved his property. My son, who was recently his guest, remarked that he appreciated the efforts of Mr. Blagden to beautify and improve that section more particularly when he realized that it was being done by a Washington man."

In Business Alone.

Joseph R. Atkinson, formerly president of the Atkinson & Ballard Company, has sold out his interest in said company and will continue in the real estate business in his own name at the old place of business, 1411 G street northwest.

Real Estate Transfers.

M street northwest, between Fourteenth and Fifteenth streets—James W. Green, trustee, to Bates Warren and John L. Warren, half interest in lots 31 and 32, square 214; \$8,500.

Eighteenth and D streets northwest—Peter M. Becker et ux. to Frazee Potomac Laundry Company, lot 41, square 141; \$10.

338 Steuben street northwest—Oscar Wilkinson to Walter E. Bennett, lot 31, block 1, Schnitzer Park; \$10.

Widow's Mite—George A. Gustin to Ella C. Brehan, half interest in lot 19; \$2,000.

D street northwest, between Nineteenth and Twentieth streets—Same to same, lots 8, 9, 10, square 124; \$3,500.

Addition to Lot Mary Weer et vir. Joseph S. to John A. Colburn, lot 56, block 17; \$10.

329 R street northwest—Clara V. Cassell to Mary E. Helms, lot 15, square 362; \$10.

Fifteenth street southeast between D and E streets—Edward A. Muir et ux. to George Tait, lot 43, square 1062; \$10.

1335 Vermont avenue northwest—Belle C. Shannon et vir. Maxwell W. to Arthur S. Gray, lot 34, square 334; \$10.

Thirteenth street northwest, between F and G streets—Augustus B. Stoughton et ux. to Homer Guerry, part lots 10, 11, 12, square 238; \$25,000.

M street northwest, between Twelfth and Thirteenth streets—T. Percy Myers et al., trustees, to Mary A. Smith, east one-half lot 25, square 282; \$2,000.

Garfield—Brahmah H. Warner et ux. to Moses Cook, lot 52, \$240.

RATHER HARD LIFE ON TORPEDO BOATS

Sixty to Seventy Men in
Narrow Quarters.

SIZE OF DRY GOODS BOXES

Rough Times on Heavy, Bounding Seas.
Dangerous Getting About With
Decks Awash.

Each of the torpedo craft carries a crew of from sixty to seventy men, and when one considers the size of the space in which it is necessary for these men to move about in operating the powerful yet intricate machinery and find sleeping space also one must marvel at the life aboard a vessel of this class. To live in quarters the size of an ordinary dry goods box is not the life that the every-day American cares to essay. To endure such life for hours at a stretch without sleep or food, and to stand exposed in all climates—such is life aboard a torpedo craft for officers and men alike. There is no discrimination; that is why one sees beardless faces and slender figures behind the conning towers when these long, three and four-stacked fliers run into port for coal and water at frequent intervals, which is necessary on account of their limited space for carrying these necessities.

Not Pleasure Crafts.

In the comparatively smooth waters of this harbor the torpedo boats look very much like the motor racers in disguise, but they are far from being the pleasure craft that the motorists are, and they go where the helmsman of a motorboat would not dare to venture. The ocean is the place to see the torpedo boat under way, and then life on board the craft can be seen in its true light. Sticking their bows into the long, green swells, the spray flying above the signal staffs forward, and the solid green water washing the low decks continually, is but one picture of life on the rolling deep in a mere shell of a boat. In the harbor and when at sea in fair weather the torpedo boats run with the hatches open, the commanding officer stands on watch clear of the conning tower, and the crew lounge on deck, but when the little craft begins to roll and plunge in the seaway the hatches are closed, and, barring the stumpy spokes, the vessels resemble baby wharves at play.

All Below Decks.

It is then that the crew suffers most while at sea. All must remain below decks or place themselves in jeopardy. To venture above while the vessel is plunging about the sea with decks awash would be extremely hazardous. Sometimes the Japanese steward would easily climb along the deck from the stern to the forward hatch with a smoking dish clasped tightly in his hands. He is in a race with the seas. If he reaches his destination forward he is lucky. If the seas get there first the fishes get the food.

In the event the seas overtake him then he has to scramble back to the galley and await another chance. This is an amusing incident of life aboard to watch the steward essay the trip forward in rough weather.

Intense heat prevails below deck when the craft is under way, with hatches closed, and the humidity is one of the inconveniences to which the crew of the torpedo boat is subjected, and is one of the most objectionable features of life aboard the torpedo craft, as the heat is oppressive and fearful at times, with all four boilers under full draught and ponderous machinery chugging and pulsating at full speed or perhaps twenty-five to thirty knots—Norfolk Landmark.

SCHWAB IS TO STUDY FOREIGN SHIPBUILDING

NEW YORK, Aug. 12.—Charles M. Schwab and several of the engineers connected with the Bethlehem Shipbuilding corporation, are to take a three-months' trip to Europe, starting in a few days.

From sources close to Mr. Schwab it was learned today that it is his intention to make an exhaustive study, with his engineers, of the shipbuilding industry in England, Scotland, and on the continent, in the interest of the shipbuilding department of the Bethlehem concern, which is the reorganized United States Shipbuilding Company.

FOREST FIRES RAGE AND IMPERIL LIVES

NELSON, B. C., Aug. 12.—Forest fires are raging in the low-lying woods along the south banks of Kootenay river, three miles below Nelson, and for a


stretch of four miles, the hillsides are aflame. The scattered ranches are in grave danger, and especially where newly cleared.

All the bridges are cut on the wagon roads. At Ymir, twelve miles south of here, the whole of the Juddville mountain is on fire, the buildings of the Dundee have been destroyed and the Ymir mine is cut off by the destruction of the wagon roads. Some men are known to be in the mountains. Their fate is unknown.

MAN CUT HIS HEAD BY FALLING ON SIDEWALK

Stumbling against the steps of a building at Ninth and D streets northwest, Monroe Hanna, forty years old, fell and his head struck the sharp edge of one of the stone steps. His scalp was badly lacerated, and he suffered greatly from loss of blood before Policeman Samson, of the First precinct station, found him.

An ambulance was summoned, and in Hanna was sent to the Emergency Hospital. Later he went to his home near Chesapeake Junction.



UNCLE SAM SAYS:

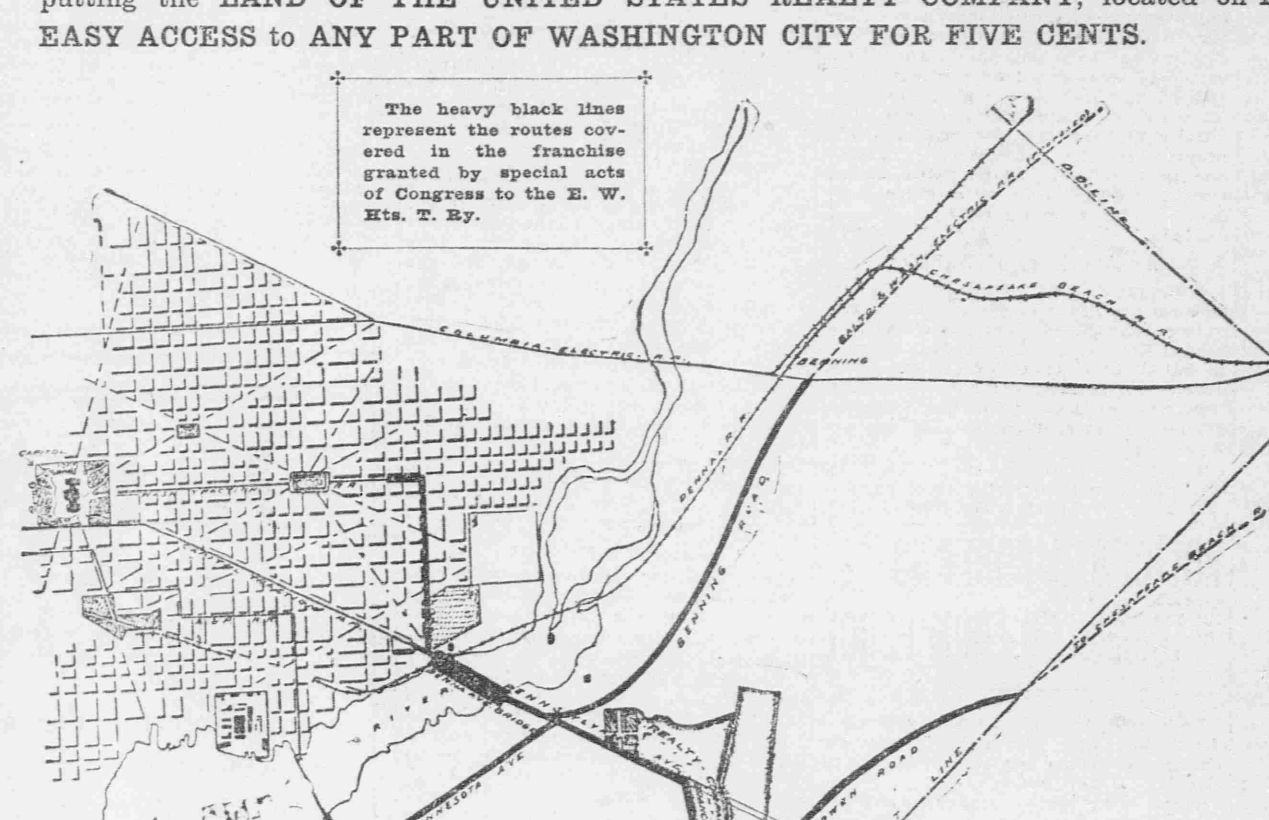
"Turn on the Current"

Contract for Power Closed

THE CAPITAL TRACTION COMPANY, at its last board meeting, CLOSED THE CONTRACT WITH THE EAST WASHINGTON HEIGHTS TRACTION RAILROAD COMPANY TO FURNISH IT POWER.

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JUST THINK OF THIS: The East Washington Heights Traction Railroad Company, the controlling interest of which is owned by the United States Realty Company, built about a mile of overhead trolley at a very small cost, and has been given FREE TRANSFERS over a TWELVE MILLION (\$12,000,000) DOLLAR RAILWAY SYSTEM, which is one of the best equipped and regulated street railway systems in America, thus putting the LAND OF THE UNITED STATES REALTY COMPANY, located on Pennsylvania avenue, in EASY ACCESS to ANY PART OF WASHINGTON CITY FOR FIVE CENTS.



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